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CLASSIFICATION

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COUNTRY East GermanyTOPIC Oranienburg Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED

10 August 1955

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REFERENCES

PAGES 6 ENCLOSURES (NO. & TYPE) 2 - two sketches on ditto

REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Oranienburg airfield between 28 June and 18 July 1955:

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28 June. At about 1600, a Li-2 with the [] landed at the field and taxied to the hangar. At about 1700, the following aircraft were parked at the field: 9 IL-28s on both sides of the NE-SW runway, 2 IL-28s and 2 Li-2s north of the hangar, 8 IL-28s on both sides of the NW-SE runway, and 8 IL-28s without any order on the landing field.

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30 June. Between 1545 and 1715, no air activity was observed at the field. Several IL-28s were parked at irregular intervals in the area around the former Wilhelminenhof, 20 IL-28s were arranged on both sides of the NE-SW runway, and 3 IL-28s were parked north of the hangar.

1 July. Between 1630 and 1930, 14 take-offs and 12 landings were made by IL-28s with auxiliary fuel tanks. There was a 8/10 overcast at an altitude of 1,500 meters.

4 July. No air activity was observed between 0800 and 0900.

5 July. Between 1545 and 1730, there was no air activity. About 25 IL-28s and 2 Li-2s were parked on both sides of the NE-SW runway, 2 IL-28s were observed just north of the hangar, and about 10 IL-28s were parked along the western side of the NW-SE runway approximately north of the former Wilhelminenhof. The noses, engines and tail turrets of all jet bombers were covered with tarpaulins.

8 July. Between 1500 and 1800, there was no air activity. The arrangement of the aircraft had scarcely changed.

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9 July. Between 0700 and 1000, 16 IL-28s took off from south to north on the main runway. [redacted]

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The aircraft remained aloft for short periods. Formation flights were not observed. Air activity continued after 1000.

12 July. There was air activity during the morning but no details were observed. The following aircraft were parked at the field:

20 IL-28s along the southern side of the NE-SW runway, 4 IL-28s north of the hangar, 2 LI-2s east of the hangar, and at least 8 IL-28s in the area around the former Wilhelminenhof. The engines of the 4 IL-28s parked north of the hangar were continuously run up and stopped.

15 July. Between 1830 and 2100, there was no air activity. The arrangement of aircraft agreed with that observed on 12 July.

16 July. No flights were made during the morning. The aircraft arrangement was unchanged. Three-man crews worked on various aircraft.

18 July. At least 10 railroad tank cars were observed on the spur track leading to the airfield.

2. The following observations were made at the radio installations:

1. July. A radio truck was parked between the Germendorf-Oranienburg railroad line and the northern fence around the field in the extension of the main runway. Somewhat farther to the north was an antenna mast about 8 meters high and braced by guy wires at 3 places. An insulated cable extended from the direction of the radio truck toward the field. The exact course of the cable could not be determined.

9 July. Apparently new barracks sections were stored just west of the afore-mentioned radio installation. [redacted]

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[redacted] Several soldiers were seen moving around the radio truck.

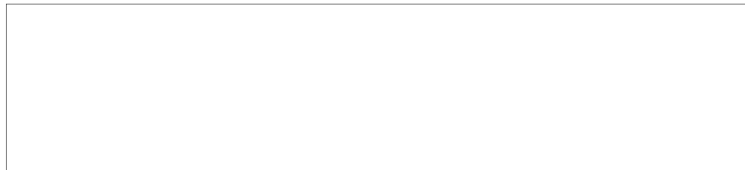
3. No changes could be observed in regard to the occupation strength of the Weisse Stadt Settlement. Soldiers of an army unit were apparently quartered in Weisse Stadt since recently. Soldiers wearing red-bordered black epaulets with artillery, signal and driver insignia were repeatedly observed. It was observed for some days that the roof of a building in the southern section of Weisse Stadt mounted a wooden observation post with a roof and [redacted] about 1.2 meters high at the railing. 2

4. Between 28 June and 18 July, the following motor vehicles were observed entering and leaving Oranienburg airfield and Weisse Stadt:

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5. The following air activity and aircraft were observed at the field between 14 June and 1 July 1955:

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14 June. Between 0700 and 1800, 2 or 3 IL-28s repeatedly took off in rapid succession. The aircraft flew through the cloud base various times. There was a 7/10 to 10/10 overcast and rainy weather. About 40 IL-28s were stationed at the field.

15 June. Between 2200 and 2400, flights were made by Po-2s. No air activity was observed throughout the day.

16 June. Between 0700 and 1300, there was individual flying by IL-28s which took off and landed at irregular intervals.

17 June. Between 0700 and 1000, individual flights were made by IL-28s. A Li-2 landed at 1435 and took off again at 1600. At 1900, a Yak-14 took off, made several local flights and reached an altitude of 1,000 meters. Two parachutists jumped at an interval of about 2 seconds and landed on the field. The parachutes opened after a descent of 100 to 200 meters. A square red cloth which was 5 or 6 times smaller than the chute was seen floating over or at the side of each parachute. After about half an hour, another Yak-14 took off and the same parachute jumps were made.

18 June. Between 0700 and 1000, there was individual flying by Yak-14s which presumably released parachutists.

19 and 20 June. There was no air activity.

21 June. Between 1000 and 1900, several IL-28s made flights in elements of two at an altitude of about 1,000 meters and at a distance and interval of 1 aircraft length and 1 1/2 wing spans respectively. A row of at least 9 pointed roofs was observed.

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along the eastern edge of the field. At about 1930, a truck with about 20 men moved to these tents.

23 June. There was flying in formations of three up to 1845. One Li-2 took off at 2000.

24 June. Between 0750 and 1300, individual IL-28s were observed flying at an altitude of 3,000 to 4,000 meters. Between 1600 and 1900, there was air activity by about 4 Po-2s. At 1815, about 28 IL-28s were parked in the northern section of the field.

25 June. Between 1015 and 1520, there was individual flying by several IL-28s fitted with auxiliary fuel tanks.

26 June. No air activity was observed.

27 June. Between 0900 and 1100, flights in elements of two were made at an altitude of about 1,500 meters.

28 June. Between 0600 and 1420, individual flights were made by numerous IL-28s. Between 1900 and 1914, parachute jumps were made from a Yak-14 which took off four times. Each time, 2 men jumped in the same way as on 17 June. From 2030 until about 0230, flying was practiced by IL-28s.

29 June. Between 1000 and 1300, flights were made in elements of two IL-28s. At the same time, take-offs and landings were practiced by 3 Yak-14s and 2 Po-2s.

30 June. There was no air activity.

1 July. At least 38 IL-28s and 1 Li-2 were parked at the field. About 3 IL-28s were simultaneously aloft. 3

6. From vehicular and personnel traffic observed between Weisse Stadt and Oranienburg airfield, it was inferred that the air force personnel was still quartered in Weisse Stadt. On 16 June, Hans Schemm School seemed to be fully occupied. A sentry wearing black-bordered black epaulets was posted at the northern gate. At about 1230 on 21 June, a column of 28 men wearing black-bordered blue epaulets marched to the airfield. On both days, 15 to 20 tank trucks were parked in front of a building in the northern section of Weisse Stadt.

7. Three radio trucks [redacted] were parked between the northern end of the runway and the hangar at about 1430 on 28 June and at about 1845 on 1 July. One of the radio trucks had a rod antenna 6 to 8 meters high, and the other two radio trucks had a mast about 10 meters high at the side. A fire truck was seen next to the vehicles.

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At 1445 on 28 June, two trucks each occupied by 40 flying personnel moved from the field to Weisse Stadt. At 1450Q a truck occupied by 25 men wearing black-bordered blue epaulets proceeded from Weisse Stadt to the airfield. At about 1715 on 6 July, an express-train with 4 large and 2 small tank cars moved to the airfield.

9. The following air activity and aircraft were observed at the field between 28 June and 18 July 1955:

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28 June and 2 July 1955. The IL-28s which had previously been observed on the runway and taxiways were parked in the revetments. It seemed that all revetments were occupied. A total of 10 IL-28s and 4 Li-2s were seen outside of the revetments. Between 1900 and 2000 on 28 June, parachuting was practiced from a trainer by groups of 2 parachutists.

10 July. At about 1000, the 24 revetments which could be seen were occupied by aircraft. A total of 9 to 12 IL-28s were parked outside of the revetments.

18 July. At 0630, there was apparently the same arrangement of aircraft as on 10 July. 4

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10 July. Train [] with 1 boxcar occupied by soldiers wearing black-bordered blue epaulets, 5 closed boxcars each loaded with 7 tons, and 4 flatcars, each loaded with 3 dark blue crates, en route from Dresden-Neustadt to Eden. Each crate was 2 x 6 x 2 meters large, reinforced by hoop irons and bearing Russian inscription.

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12 July. Train [] with 1 boxcar occupied by soldiers wearing black-bordered blue epaulets and 11 sealed tank cars each with 21 tons, en route from Frankfurt/Oder to Eden.

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17 July. Train [] with 1 boxcar occupied by soldiers wearing black-bordered blue epaulets and 4 flatcars each loaded with 2 crates with a total weight of 10 tons.

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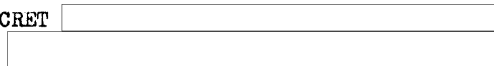


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1. Comment. Oranienburg airfield is still occupied by two units equipped with IL-28s.
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2. Comment. The army unit mentioned consists of AA soldiers who arrived in Oranienburg in late May and mid June 1955. Elements of this AA unit are still quartered in Sachsenhausen Camp and in tents on the airfield.
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3. Comment. For arrangement of aircraft parked at the field in late June 1955, see Annex 1.
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4. Comment. For location sketch of aircraft revetments, see Annex 2.
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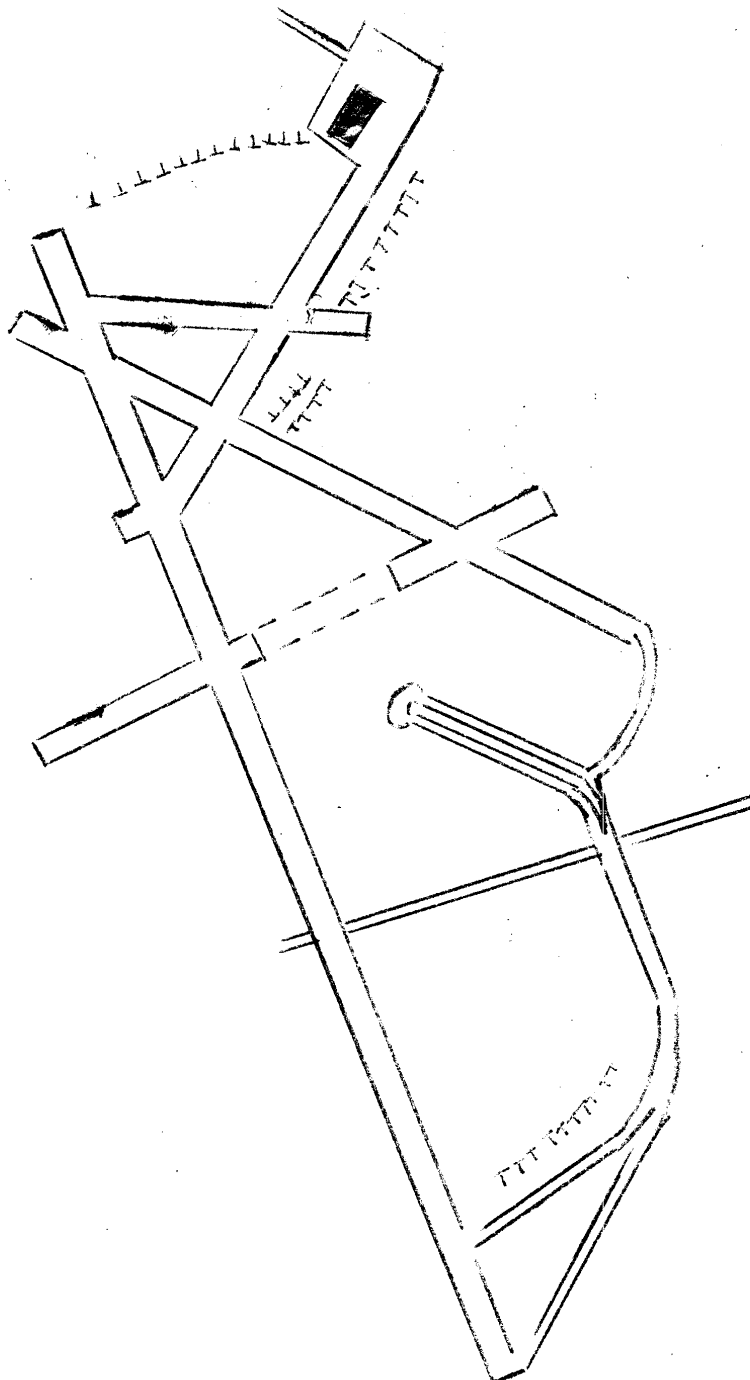
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Annex 1

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Arrangement of Aircraft at Oranienburg Airfield
in Late June 1955



not to scale

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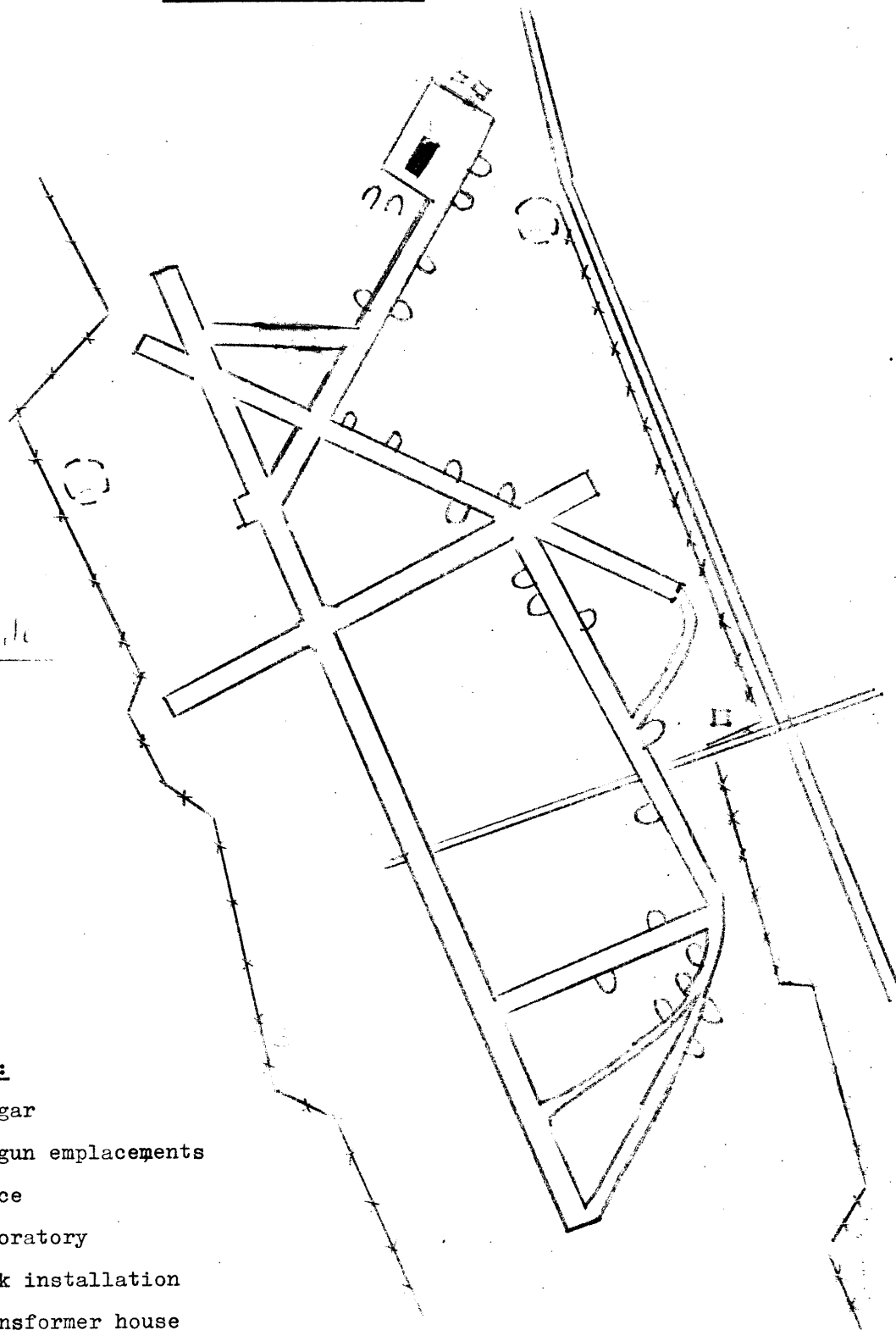
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Annex 2

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Location Sketch of Aircraft Revetments at
Oranienburg Airfield



Legend:

- 1 Hangar
- 2 AA gun emplacements
- 3 Fence
- 4 Laboratory
- 5 Tank installation
- 6 Transformer house

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